DISTRICT 11

State Route 282 Transportation Concept Report

State of California Department of Transportation
District 11 - System Planning - May 2001
1450 Frazee Road, - San Diego, CA. 92108

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TRANSPORTATION CONCEPT SUMMARY
STATE ROUTE 282 (SR-282)
11-SD-282 P.M. 0.0-0.6

ROUTE DESCRIPTION

State Route 282 (SR 282) is a 0.6 mile couplet operating along 3rd and 4th Streets in Coronado between State Route 75 and Naval Air Station North Island (NASNI). SR282 was added to the State Highway System in 1967. The Route is entirely within the boundaries of San Diego County and District 11.

PURPOSE OF ROUTE

SR 282 connects NASNI to SR 75. The route primarily serves military and civilian commute trips to and from this large employment center.

The existing facility and operating conditions for SR-282 are shown in Table S-1.

TABLE S-1
EXISTING FACILITY AND OPERATING CONDITIONS

	Segment/ County/ Post Mile	Location	# of Lanes/ Facility Type	2000 ADT*	Peak Hour V/C Ratio	Peak Hour Operating LOS
1	SD 0.0 – 0.6	SR-75 to Naval Air Station, North Island	6 lane couplet (3 lanes in each direction)	31,000	0.55	C

* ADT (Average Daily Traffic) shown is a five-day ADT derived from seven-day ADTs developed by Caltrans' Traffic Census. ADT and peak hour operating LOS (Level Of Service) vary based on fluctuations in military traffic.

2020 TRANSPORTATION CONCEPT

Table S-2 shows the specific 2020 Transportation Concept facility type and 2020 Transportation Concept LOS for SR-282.

TABLE S-2
2020 TRANSPORTATION CONCEPT

	Segment/ County Post Mile	Location	No. Lanes/ Facility Type	ADT	Peak Hour V/C Ratio	Peak Hour Operating LOS	Concept LOS
1	SD 0.0 – 0.6	SR-75 To Naval Air Station, North Island	6 lane couplet	37,600	0.80	D	D

ADT = Average Daily Traffic
V/C = Volume to Capacity
LOS = Level of Service

2020 TRANSPORTATION CONCEPT FACILITY IMPROVEMENTS

There are no transportation concept facility improvements proposed by Caltrans for SR-282 at this time. However, the City of Coronado has proposed the development of a tunnel that would carry traffic under 4th Street from near the westerly end of the Coronado Bridge to NASNI.

TRANSPORTATION CONCEPT REPORT
STATE ROUTE 282 (SR-282)
11-SD-282 P.M. 0.0-0.6

INTRODUCTION AND STATEMENT OF PLANNING INTENT

The Transportation Concept Report (TCR) is a planning document which describes the Department's basic approach to the development of a given highway corridor. Considering financial constraints and projected travel demand, this TCR establishes a 20 year transportation planning concept for State Route 282 (SR-282) and identifies modal transportation options needed to achieve the concept. The concept includes operating Levels of Service (LOS), modal improvements, and new technologies. The TCR also considers potential long term needs for the corridor beyond the 20 year planning period. The long term needs focus on the Post-2020 Ultimate Transportation Corridor (UTC).

The TCR is a preliminary planning document that leads to subsequent programming and the project development process. Specific proposed nature of improvements (i.e., number of lanes, access control, etc.) may change in later project development stages, with final determinations made during the Project Study Report (PSR), Project Report (PR) or design phases.

Each TCR must be viewed as an integral part of a planned system. The TCR is based on the completion of the 20 year system. The system has been developed to meet anticipated travel demand generated from regional growth forecasts. Removal of any portion of a route from the system could adversely affect travel on parallel or intersecting routes.

The TCR is prepared by Caltrans District 11 staff in cooperation with local and regional agencies. The TCR is updated as necessary as conditions change or new information is obtained.

The focus of the TCR is the 2020 Transportation Concept, which includes State highway, transit, system management and travel reduction, goods movement, international border, aviation and nonmotorized components.

EXISTING FACILITY CLASSIFICATIONS

The federal functional classification for SR-282 is Other Principal Arterial (Urban). SR-282 is included in the National Highway System (NHS) as an NHS connector due to its link with I-5 via SR-75. SR-282 is designated in the Surface Transportation Assistance Act (STAA) Truck Network as a route capable of accommodating “40 foot Kingpin to Rear Axle California Legal” trucks. SR-282 is classified as MSL 2.

The National Highway System (NHS) Designation Act of 1995 was enacted by Congress in November 1995. The purpose of the NHS is to provide an integrated national highway system that serves both urban and rural America; to connect major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; to meet national defense requirements; and to serve interstate and interregional travel. The new NHS includes the Interstate System routes. In Caltrans District 11, the NHS totals 789.0 km (490.3 miles).

California Senate Bill 300, enacted in 1989, created an Interregional Road System (IRRS). Subsequently, Section 164.3 of the California Streets and Highways Code directed Caltrans to develop and submit to the Legislature an IRRS Plan by February 1, 1990. The 1998 Interregional Transportation Strategic Plan (ITSP) further refined and categorized routes included in the IRRS. SR-282 is not part of the Interregional Road System.

To emphasize corridors that are most essential to the California economy in terms of national and international trade, a transportation network known as the Intermodal Corridors of Economic Significance (ICES) has been developed by Caltrans. To be included in the ICES system, a route should provide access between major freight intermodal facilities and serve freight traffic with the NAFTA countries of Canada and Mexico, as well as the Pacific Rim and other U.S. trade markets. The route should carry high interstate and international freight volumes and value important to the economy of California. SR-282 is not included in the ICES system.

SR-282 is not included on the Master Plan of State Highways Eligible for Official Scenic Highway Designation.

For maintenance programming purposes, the State Highway System has been classified as Class 1, 2 and 3 highways based on the Maintenance Service Level (MSL) descriptive definitions:

MSL 1 contains route segments in urban areas functionally classified as Interstate, Other Freeway/ Expressway, or Other Principal Arterial. In rural areas, the MSL 1 designation contains route segments functionally classified as Interstate or Other Principal Arterial.

MSL 2 contains route segments classified as an Other Freeway/Expressway or Other Principal Arterial not in MSL 1, and route segments functionally classified as minor arterials not in MSL 3.

MSL 3 indicates a route or route segment with the lowest maintenance priority. Typically, MSL 3 contains route segments functionally classified as major or minor collectors and local roads, route segments with relatively low traffic volumes, and route segments being considered for relinquishment, rescission, or where a new alignment will replace the existing facility. Route segments where the District does not anticipate

spending money and route segments where route continuity is necessary are also assigned an MSL 3 designation.

EXISTING FACILITY

SR-282 is a six lane conventional highway couplet beginning at SR-75 in the City of Coronado. Three lanes traverse westbound along 3rd Street and three lanes traverse eastbound along 4th Street, with the route terminating at SR-75/Fourth Street.

SR-282 has 0.6 meter (2 feet) to 3.0 meter (10 feet) outside shoulders, and 0.6 meter (2 feet) inside shoulders. SR-282 has a flat gradeline and traverses through flat terrain. A physical description of the existing facility is shown in Table 1.

TABLE 1
EXISTING FACILITY GEOMETRICS

Segment	County/ Post Mile	No. Lanes & Facility Type	Lane Width	Outside Shoulder Width	Inside Shoulder Width	Max. R/W Width	Median Width	Grade Line
1	SD 0.0 – 0.6	6 lane couplet	3.7 (12)	0.6 – 3.0 (2-10)	0.6(2)	24.4 (80)	0	F

Note: widths are in meters (feet)

Existing bus service between NASNI and the suburban communities of Centre City East is provided by Metropolitan Transit System Route 19. Four AM trips and three PM trips are scheduled Monday-Friday from 4:56 AM-4:02 PM. Bus service is also provided via Route 903 between downtown San Diego and North Island NAS. This route runs seven days a week every 30 minutes between 5:05 AM and 6:01PM.

Bicycle travel is allowable on SR-282.

SOCIO-ECONOMICS

This section includes a land use/corridor growth and demographic analysis for existing and future conditions in this corridor.

Corridor Growth and Demographics

The SANDAG Series 9 Regional Population and Employment Forecast anticipates a population growth change in the San Diego Region from 2.66 million people in 1995 to 3.85 million people in 2020. This represents a 44.4 percent increase in population. Series 9 also projects the Housing Stock in the San Diego Region will increase from 996,684 units in 1995 to 1.4 million units in 2020, a 40.9 percent change. The Total Labor Force is also expected to grow from 1.19 million workers in 1995 to 1.7 million workers in 2020 for an increase of 45.1 percent. These growth changes will create a

demand for additional public facilities. Complementary land use and transportation improvements will be required to accommodate forecasted growth, and to provide the additional public facilities.

Table 2 shows current and projected population figures for the City of Coronado.

TABLE 2
POPULATION, HOUSING AND EMPLOYMENT GROWTH
CITY OF CORONADO

Location	Year	Total Population	% Change from Base Year	Total Housing Units	% Change from Base Year	Total Employment	% Change from Base Year
Coronado	1995	28,705	NA	9,530	NA	34,987	NA
	2005	29,166	2%	9,661	1%	32,830	-6%
	2010	29,209	2%	9,867	4%	32,887	-6%
	2020	29,719	4%	10,105	6%	32,952	-6%

Source: SANDAG Series 9 Regional Growth Forecast

Regional Growth Management Strategy

The region-wide growth forecast, provided by SANDAG, indicates another one million people will be added to the county by 2020. This population could easily translate to more than 500,000 additional vehicles and over 400,000 new jobs. This additional population will further strain the housing stock, transportation system, public services, environment and economy. REGION2020 hopes to address the San Diego region's growing population proactively. Recent developments in the evolving REGION2020 arena include the development of a definition of smart growth in the San Diego region. The June 2000 working draft on "REGION2020: Smart Growth Definition, Principles, and Designations" states that, "Smart growth, is a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planning job centers and public facilities". SANDAG will be working with local jurisdictions to identify target areas within their purview. Target areas should strive to accommodate higher residential and/or employment densities through: new development, redevelopment or infill, mixed use development and pedestrian oriented design, better jobs/housing balance, and transit focus areas.

Naval Air Station North Island (NASNI)

Naval Air Station North Island is part of the largest aerospace-industrial complex in the Navy. It includes Naval Amphibious Base Coronado, Outlying Field Imperial Beach and Naval Air Landing Facility, San Clemente Island. The complex's 5,000 acres in San Diego and 130 commands bracket the City of Coronado from the entrance of San Diego Bay to the U.S./Mexico border. North Island itself is host to 23 squadrons and 75 additional tenant commands and activities, one of which, the Naval Air Depot, is the largest aerospace employer in San Diego. North Island was commissioned a naval air station in 1917. On August 15, 1955, Naval Air Station was granted official recognition as the "Birthplace of Naval Aviation" by a resolution of the House Armed Services Committee.

NAS North Island also operates two other airports in the southern California region. One is Naval Auxiliary Landing Facility (NALF) San Clemente Island, located 70 miles northwest of San Diego, the other is Outlying Field (OLF) Imperial Beach, located ten miles south of NASNI on the U.S./Mexico border.

The air station resembles a small city in its operation. It has its own police and fire departments. It has large factories such as the Naval Aviation Depot, employing 3,800 civilian employees and its own parks, beaches, and recreational areas.

The airfield has over 235 aircraft and its quay wall is homeport to two major aircraft carriers, USS Constellation(CV64) and the USS John C.Stennis (CVN74), America's newest nuclear powered aircraft carrier. The Navy is planning on increasing its aircraft carrier berthing capacity from three berths to five berths, so an additional carrier may be located in San Diego in the future. Additionally, the base is home to the Navy's only Deep Submergence Rescue Vehicles, Mystic (DSRV 1) and Avalon (DSRV 2). The DSRV support ship is also homeported in San Diego.

North Island is headquarters for six major military flag staffs including: Commander Naval Air Force, U.S. Pacific Fleet, responsible for maintenance and training of all naval aircraft and aircraft carriers in the pacific fleet; Commander Third Fleet, responsible for the defense of the western approaches to the U.S. and the direction of joint, combined, intertype and fleet exercises in the eastern Pacific; Commander Carrier Group One and Seven and Commander Cruiser Destroyer Group One and Five. With all the ships in port, population of the base is over 35,000 active duty, selected reserve military and civilian personnel.

TRANSPORTATION CONCEPT (2020)

The 2020 Transportation Concept is comprised of the facility type and the number of lanes, average daily traffic, peak hour Volume to Capacity (V/C) Ratio, peak hour Operating Level of Service (LOS), and the Transportation Concept LOS. The 2020 traffic projections for SR-282 are based on the San Diego Association of Government's

(SANDAG) Series 9 SMART GROWTH revenue-constrained regional population and employment forecasts and assume completion of the future regional transportation system. The 2020 traffic projections are subject to change based on periodic traffic forecasting model adjustments and ongoing supplemental transportation studies.

The 2020 Transportation Concept LOS is based on the 1999 Congestion Management Plan (CMP) Update in the SANDAG 2020 Regional Transportation Plan (April, 2000). The 2020 Transportation Concept is LOS "D" for SR-282.

Table 3 shows the specific 2020 Transportation Concept facility type and 2020 Transportation Concept LOS for SR-282.

TABLE 3
2020 TRANSPORTATION CONCEPT

	Segment/ County Post Mile	Location	No. Lanes/ Facility Type	ADT	Peak Hour V/C Ratio	Peak Hour Operating LOS	Concept LOS
1	SD 0.0 – 0.6	SR-75 To Naval Air Station, North Island	6 lane couplet	37,600	0.80	D	D

ADT = Average Daily Traffic
V/C = Volume to Capacity
LOS = Level of Service

CONCEPT RATIONALE

An intermodal approach that includes a variety of transportation options is necessary in order to accommodate traffic on SR-282.

Highway Component

Currently, Caltrans has no plans to improve SR-282.

The Blue Ribbon Committee on Traffic (BRCT) was created by the Coronado City Council on the recommendation of the Coronado Planning Commission (resolution number 7499) to review previous traffic studies and proposals for the adverse impact of traffic on the community, and to investigate new and innovative concepts. The BRCT was directed to recommend courses of action which would eliminate or mitigate those adverse impacts and which would promise the most benefits to residents, commuters and business. Their final report was submitted to the Coronado City Council on February 3, 1998.

More than half of the weekday Coronado Bridge traffic has NASNI as its origin or destination. In the morning and evening commute hours this figure increases to over 60 percent. SR-282 is one of San Diego County's most heavily traveled streets through a

residential neighborhood. The BRCT believes the optimum solution to this traffic problem is to remove NASNI traffic from SR-282.

One of the BRCT's recommendations to accomplish the removal of traffic from SR-282 is the construction of a two lane reversible bored tunnel (TLR) under SR-282 (Fourth Street) from the bridge toll plaza to an exit point 400 feet inside the perimeter of the Naval Air Station. The Navy plans to move the Main Gate 1,000 feet inside the existing perimeter which could possibly accommodate this plan and allow adequate storage lanes at the NASNI gate.

The BRCT spent almost a year studying the traffic situation in Coronado. The process involved research, public and expert testimony and personal investigation. This process revealed that the most significant traffic problems in Coronado continues to be traffic to and from NAS North Island along the Third and Fourth street couplets. The BRCT believes that the tunnel proposal, along with the incorporation of traffic calming techniques on feeder streets, would provide a comprehensive solution to the existing traffic problem. The BRCT study concluded that there were no fatal flaws that would prevent the construction of the bored tunnel.

Caltrans supports the City of Coronado in identifying any possible solutions to alleviate traffic impacts within the City. Currently, Caltrans lacks the resources to maintain and operate the proposed tunnel. Caltrans has informed the City that it is our preference to have the City of Coronado perform the tunnel work.

In the 2020 Regional Transportation Plan (April 2000) SANDAG categorizes the "Coronado Tunnel between San Diego-Coronado Bridge and NASNI" as a potential future project.

The tunnel proposal is not fully funded. The City of Coronado is pursuing funding from a variety of sources, including, but not limited to, Federal, State and or Local dollars.

Transit Component

A continuation of existing bus service is expected to be provided in the future. It is anticipated that transit service could be expanded based on regional growth and the demand for services.

In December 1994, the San Diego Metropolitan Transit Development Board prepared the *San Diego-Coronado Bridge Transit Study.* The report evaluated future travel demands and proposals for reducing automobile traffic in the Coronado area. The report recommended the development of priorities for improving existing transit services. Additionally, it recommended an expansion of passenger transit subsidies to boost ridership, as well as marketing and promotion of transit services. Lastly, the report recommended the development of capital projects such as bus stop improvements and the purchase of new technology to upgrade bus fleets.

System Management and Travel Reduction Component

The morning and afternoon Commuter Ferry service between the Broadway Pier, NASNI, and the Coronado Ferry Landing is expected to continue. The Military Ridesharing Office is a satellite of the Coronado Transportation Management Association (CTMA), and will continue to provide commuter information to NASNI employees.

Funding for the CTMA was based on tolls collected from the San Diego-Coronado Bridge from 1993 to July 1999. Mitigation funds were directed by state law for the bridge corridor. Currently there is a Toll Removal EIR (available in November 2000) which may determine whether the toll continues and whether mitigation for traffic in Coronado continues.

In July 1999, the SANDAG Board decided to end funding of trip reduction programs for the CTMA. The CTMA sought funding on its own in partnership with the City of Coronado. A one-time $500,000 PEVA grant was received for calendar year 2000. Recently, the CTMA's contract with the City for Trip Reduction services was extended through June 30, 2001 with a mid-year reallocation of funds. No grants have been secured beyond July 2001 at this time. However, the CTMA will continue to work with its partners at the local, state and federal level to identify grants funds and continue these valuable programs.

Currently, there are very significant levels of ridesharing in the SR-282 corridor. There are approximately 37 vanpools providing transportation for over 300 people. Vanpools to NASNI originate in many San Diego communities as well as Imperial, Orange and Riverside Counties. SANDAG's Ridelink includes currently available spaces in NASNI vanpools.

Goods Movement Component

SR-282 is designated in the Surface Transportation Assistance Act (STAA) Truck Network as a route capable of accommodating "40 foot Kingpin to Rear Axle California Legal" trucks. Most of the commercial vehicle traffic on SR-282 consists of military goods and services delivered to NASNI. Currently, the City of Coronado has a designated truck route which utilizes the First Street entrance into NASNI.

In February 1997 the consultant firm of Linscott, Law and Greenspan completed a final report for the City of Coronado entitled *Traffic Impact Analysis, NASNI Third Street Gate, Coronado, California.* The report evaluated the potential relocation of the NASNI Main Gate from 4th Street to 3rd Street and the relocation of the truck route from 1st Street to 3rd Street. The study concluded that the relocation of the Main Gate to 3rd Street and the prohibition of trucks on 1st Street has an overall positive impact on traffic. The new entrance and exit gates will have increased capacity resulting in better traffic operations. One more thru lane would be provided across Alameda Boulevard into and out of NASNI and the two 90 degree turns from 3rd Street to the existing main gate

would be eliminated. Additional studies will be needed to determine if these improvements would be consistent with the potential tunnel improvements to 4th Street.

Aviation Component

SR-282 leads directly to a military aviation facility. As indicated in the Highway Component, Caltrans has no plans to improve this route, however, the City of Coronado believes the tunnel proposal is a viable project.

Non-Motorized Component

The Non-Motorized Component includes continued utilization of the existing Regional Bikeway System, the Bus Bicycle Rack Program and the Bicycle Locker program at Park and Ride lots. Bus Route 901 is expected to continue to provide Bike/Bus stops at the intersections of 3rd and E, 4th and E, and at the NASNI Main Gate.

Tourism Component

Although not specifically related to SR-282, the City of Coronado has several traffic generators that receive tourist traffic, the foremost of which is the Hotel Del Coronado. Additional tourist draws include the fine restaurants, unique shopping, and bountiful recreational opportunities.

AIR QUALITY

SR-282 is located in the San Diego Air Basin. Progress has been made in the San Diego Air Basin in attaining federal and state air quality standards. Federal and state standards have been met for lead, nitrogen dioxide, sulfur dioxide, and carbon monoxide (CO). The approximate western two-thirds of Air Basin is federally designated as a maintenance area for CO. Federal standards are being met for inhalable particulates labeled as PM10. State standards for PM10 have not been met and the possible addition of a PM2.5 standard may change the Air Basin's federal status as it relates to inhalable particulates.

Currently, the San Diego Air Basin is classified as a "serious" ozone non-attainment area under both the state and federal Clean Air Acts. The non-attainment classification, based on the amount of pollutant above the one hour standard, determines the minimum state and federal control requirements and the federal attainment deadline for the San Diego Region. The current federal one-hour standard for ozone may soon be altered to an eight hour standard. If this occurs there should be no change in the Air Basin's ozone classification.

COMPARISON OF CONCEPTS

Table 4 is comprised of a segment by segment comparison between the 1985 Route Concept Report for SR-282 and this current updated Transportation Concept Report.

TABLE 4
COMPARISON OF CONCEPTS

1985 Route Concept for 2005		2000 Transportation Concept for 2020	
Location	**No. Lanes/ Facility Type**	**Location**	**No. Lanes/ Facility Type**
SR-75 to Naval Air Station, North Island	6 lane couplet	SR-75 to Naval Air Station, North Island	6 lane couplet

2020 TRANSPORTATION CONCEPT FACILITY IMPROVEMENTS

There are no transportation concept facility improvements proposed by Caltrans for SR-282 at this time. However, the City of Coronado has proposed the development of a tunnel that would carry traffic under 4th Street from near the westerly end of the Coronado Bridge to NASNI.

POST-2020 ULTIMATE TRANSPORTATION CORRIDOR

The post-2020 Ultimate Transportation Corridor (UTC) describes the long term (beyond the 20 year planning period) need for transportation facility improvements

The UTC number of lanes and facility type for SR-282 is the same as the 2020 Transportation Concept, which calls for retaining the existing six lane conventional highway couplet. Additional transportation improvements to SR-282 may be considered pending the outcome of future transportation studies.

LIST OF SYSTEM PLANNING ACRONYMS

ADT	Average Daily Traffic
APCD	Air Pollution Control District
CAA	Clean Air Act
CMP	Congestion Management Program
CTC	California Transportation Commission
DU	Dwelling Unit
EA	Environmental Assessment
EPA	Environmental Protection Agency
F&E	Freeway and Expressway System
FHWA	Federal Highway Administration
IBTC	International Border Trade Corridor
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Route System
ISC	Indirect Source Control
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITMS	Integrated Traffic Management System
LOS	Level of Service
MSL	Maintenance Service Level
MTDB	Metropolitan Transit Development Board
NAAQS	National Ambient Air Quality Standards
NAFTA	North American Free Trade Agreement
NHS	National Highway System
PHV	Peak Hour Volume
PM	Post Mile
POE	Port of Entry
RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
R/W	Right of Way
SANDAG	San Diego Association of Governments
SCAG	Southern California Associations of Governments
SD&IV	San Diego and Imperial Valley Railroad
SHOPP	State Highway Operation and Protection Plan
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TSM	Transportation Systems Management
V/C	Demand Volume to Capacity Ratio
VMT	Vehicles Miles Traveled

LEVEL OF SERVICE (LOS) DEFINITIONS

LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. An LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort and convenience, and safety. LOS definitions can generally be categorized as follows:

LOS	V/C	Congestion/Delay	Traffic Description
		(Used for all conventional highways)	
"B"	<0.45	None	Free to stable flow, light to moderate volumes.
"C"	0.46 - 0.65	None to Minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
"D"	0.66 - 0.85	Minimal to Substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
"E"	0.86 - 1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
"F"	>1.00	Considerable	Forced or breakdown flow. Delay measured in average travel speed (MPH). Signalized segments experience delays >60.0 seconds per vehicle.

I approve this Transportation Concept Report as the guide for development of State Route 282 over the next 20 years.

Submitted By:

Carol Boland — 5/25/01

CAROL BOLAND, Chief
System Planning Branch

Date

Recommended By:

Gene Pound — 5-30-01

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Gary L. Gallegos — 5-30-01

GARY L. GALLEGOS
District Director

Date